

HEADQUARTERS
51ST FIGHTER INTERCEPTOR WING (PACAF)
UNITED STATES AIR FORCE
APO 235, San Francisco, California



PLY TO
ATTN OF: 51IO

SUBJECT: Correction

UNCLASSIFIED

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4 December 1964

to: Whom It May Concern

Reference is made to that part of this special history which states that the F-102s of the 51st FIW were further deployed to Da Nang AB, Vietnam. While this additional deployment was announced, it was never effected because the F-102s of the 51st FIW were replaced in RVN by F-102s of another unit. In Sum, F-102s of the 51st FIW were based only at Tan Son Nhut AB, Vietnam, during the 1964 deployment.

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51st Fighter Interceptor Wing (PACAF)

HISTORY OF OPERATIONS IN SOUTHEAST ASIA

As of 1 September 1964

The ORI anticipated by the 51st Fighter Interceptor Wing at Naha Air Base, Okinawa, early in August 1964 never came. A far more realistic test of the Wing's readiness was launched in the early morning hours of 5 August 1964 when, for the second time in six years, the Wing's aircraft sped from their home base on Okinawa to set up air defense lines in a friendly nation threatened by severe Communist aggression.

In August 1958, it was the Taiwan Straits; in August 1964, it was the Republic of Vietnam (South Vietnam). In 1958, the Wing rallied F-86 type aircraft to the call; in 1964, the 51st sent out sleek supersonic F-102 all-weather fighter-interceptors. With the Delta Daggers on the latest excursion went a lifeline of 51st FIW men and supplies which poured into Vietnam from a total of 15 C-130 transports from Det. 1, 315th Air Div.

As of this writing, the deployed F-102s have accomplished their mission: Deterrence. No air attacks have been made against the Republic of Vietnam. Said Lt. Col. Garnet D. Page, commander of the 16th FIS who led his F-102s into Tan Son Nhut Air Base near Saigon in a letter to the 51st FIW commander on 22 August: "Not

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much action here. Old Ho (North Vietnamese leader Ho Chi Minh) must have believed me when I said we are cocked like a gun and can hose down anything below 75,000 feet (referring to his earlier quote in a newspaper report). We've had a couple of scrambles but all ID'd friendly."

WHAT STARTED IT. The F-102s had been sent to Vietnam to guard against a possible Communist air attack after President Johnson ordered on 5 August 1964 the bombing of North Vietnamese bases by U.S. Navy aircraft. The President's action followed two attacks against U.S. destroyers by Communist vessels in the Gulf of Tonkin off the coast of North Vietnam.

U.S. forces reacted immediately. While Navy aircraft left from carriers to make their bombing runs, Air Force units throughout the Far East went on alert. So did the 51st FIW, but moreso: A dozen of its aircraft left for Clark AB, P.I., and six of those then proceeded to Tan Son Nhut AB, Vietnam.

At Tan Son Nhut, the six deployed F-102s made up Det. 1, 51st FIW, under the 2nd Air Div. It had air defense responsibility for only part of South Vietnam together with the 405th FIW from Clark AB. On 31 August 1964, however, the other six F-102s from the 51st which had been standing by at Clark proceeded to Da Nang Air Base to the north of Tan Son Nhut to set up Det. 2, 51st FIW under the command of Maj. Ethun A. Grant, 16th FIS operations officer. With that action, the 51st FIW -- through its two detachments -- was responsible for the air defense of all of South Vietnam. Higher headquarters decreed that the stay in Vietnam would be "indefinite."

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A HARD DAY'S NIGHT. A telephone call from Maj. Gen. Albert P. Clark, commander of the 313th Air Div., to Col. Lester C. Hess, commander of the 51st FIW, at 0245 hours on 5 August 1964 triggered the Wing into action. The general's order: "Deploy twelve F-102s to Clark Air Base. Further deployment is possible."

And further deployment was not far behind. Two hours after landing at Clark, Siren Blue, a flight of six of those F-102s led by Lt. Col. Page, left for Tan Son Nhut AB, there to set up an air defense line. Three hours after that, the F-102s were on defense alert duty with two aircraft on 5-minute scramble status, two on "15" and two on "30".

Just moving the F-102s to Clark had been one thing; moving personnel and materiel to support them was still another. By the time darkness had fallen on Naha AB that day, 5 August, 13 C-130s laden with men and equipment had departed Okinawa and two more followed later. Fourteen of those aircraft flew directly to Tan Son Nhut with complete maintenance, support and armament facilities for the F-102s.

That first day, 24 officers and 214 airmen from the 51st FIW were sent TDY to join 1 officer and 76 airmen previously deployed to Vietnam. The figure grew on 27 August when 20 air policemen were deployed to guard 51st FIW aircraft in Vietnam (guard duty had been accomplished earlier by maintenance personnel). Still other personnel "headed South" from Naha when the re-deployment to Da Nang was ordered on 31 August, and on 1 September 1964, the number

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of 51st FIW personnel in Southeast Asia stood at 30 officers and 267 airmen. Broken down, there were 26 officers and 199 airmen in Vietnam (either at Tan Son Nhut or Da Nang); 1 officer and 22 airmen at Udorn, Thailand; 3 officers and 22 airmen at Korat, Thailand, and 11 airmen in the Philippines. The exact location of 13 other airmen was not known at the time.

THE CALL FOR ACTION. When the first call came from General Clark to Colonel Hess in the pre-dawn hours on 5 August, the 51st Wing came alive. For years, periodic alert recalls had pulled men from their homes and barracks to their duty stations at all hours of the day and night as operation plans were tested. The recall sounded in the darkness that morning was finally a real thing.

Men and equipment poured onto the flightline where the C-130s were waiting. The object was to formulate a C-130 Maintenance Staging Force at Clark AB, P.I., and an F-102 Materiel Support Force at Tan Son Nhut AB, Vietnam. At the head of the movement to Vietnam was Col. David M. Taylor, the deputy 51st FIW commander for materiel.

Maintenance equipment and supplies loaded onto the transports left little to be desired. Miscellaneous equipment, personnel, spare engines, armament and vehicles were heaped into 13 C-130s, and two more C-130s, loaded to the hilt, left the next day.

Included in the first shipment was a staff car with radio control; two pickup trucks with radios; a firetruck; an ambulance; two F-102 kits; one C-130 kit "C" segment; eight F-102 drop tanks; seven C-130 T-56 engines, plus a host of assorted gear needed to "keep 'em flying." Armament forwarded for the F-102s included 144 2.75 rockets, 12 AIM

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26B's and 36 AIM 4C's. Also in the holds of the giant C-130s were 175 field packs and weapons, 6,400 rounds of ammunition for crew members and support personnel, and 62 cases of rations.

READY IN VIETNAM. The first six pilots from the 16th FIS to be sent to Tan Son Nhut were Lt. Col. Page; Captains Legako, Melvin and Wallentine, and Lieutenants Newcomb and Tatum. Capt. Taylor and Lt. Currier were the next to go, followed by Captains Franklin and Hill as rotational procedures began. In the first four days at Tan Son Nhut, they had flown 12 sorties for a total of 22 hours plus. Meanwhile, air-conditioned trailers were set up to house the pilots. On 11 August came a report from Tan Son Nhut that "Tent area is complete for all shop requirements. MG-10 mockup complete. Morale is good." On 12 August, Colonel Hess, the 51st FIW commander, flew to Vietnam in a TF-102 to inspect Det. 1, 51st FIW for himself. He gave a complete briefing to his assembled staff at Naha upon his return.

The F-102 pilots themselves began an orientation program as soon as they arrived at Tan Son Nhut. Included in their lessons was intelligence on military and political situations, rules and procedures for engaging enemy aircraft, and briefings on airdrome facilities and search and rescue procedures as well as evasion techniques. Training flights and regular intercept training sorties were scheduled daily.

The pilots were warned that enemy ground fire poses a genuine threat to low-flying aircraft. Consequently, the 16th FIS pilots

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in Vietnam are making steeper-than-usual climbs after takeoff and the final approach on landing is much steeper than usual. Landing lights are not turned on at night until the aircraft are one mile from touchdown. Aircraft do not fly under 5,000 feet unless the mission specifically requires it.

Pilots from the 51st Wing in Vietnam made their first intercept on an unknown track on 10 August 1964. Lt. Col. Page and Capt. Taylor were airborne on a training mission when the primary GCI site diverted them to an unknown track. It proved to be a friendly aircraft. Intercepts of friendly aircraft were made on each of the next two days, one in 22 minutes after scramble and the other in only 14 minutes.

NORTH TO DA NANG. As had been anticipated, the six F-102s of Det. 2, 51st FIW which had been standing by at Clark were deployed to Da Nang AB, Vietnam -- up the coast from Tan Son Nhut -- to establish air defense operations there on 31 August 1964. This gave the 51st air defense responsibility for all of South Vietnam.

Not only did the movement to Da Nang give the 51st Wing tighter control of the situation, but it also provided for practical intercept director training. The F-102s at the two bases could now serve alternately as interceptors and targets, engaging each other in air defense exercises.

Moreover, the maintenance complex at Tan Son Nhut is equipped to handle 12 F-102s but was maintaining only half that number. Bringing the six additional F-102s to Da Nang permits them to be easily rotated to Tan Son Nhut for maintenance.

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"NO PROBLEMS." A letter from Colonel Taylor at Det. 1 to Colonel

Hess late in August gave this report:

"We have no problems here and the operation is beginning to go our way...Our airmen are being relocated in one area with tents all in a line. Porches for these tents have been prepared...The trim pad is complete and capable of handling both F-102 and F-101s. In almost every respect we are now ready for indefinite operation here.

"We have outflown the Da Nang unit (referring to the 405th FIW; aircraft from the 51st took over at Da Nang later); maintain a higher OR rate and have had more practice and ID intercepts. We are continuing to do our job without complaint and as a part of the 51st that I believe you can be proud of. Today both the Director of Operations and the Director of Materiel stated that we were the only unit over here that was equipped and operating with any sort of unity.

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"...It appears to me that a rotational plan of sixty days with half the personnel rotating each thirty days would provide a fairly stable structure for a continuous operation. We plan to allow personnel with dependents at Naha to rotate first on a selected basis..."

Another note from Lt. Col. Page's letter is of interest here.

He said:

"One of our RF-101 neighbors returned late this afternoon with a .30 caliber hole in the fuselage about 18 inches below his butt (sic). My troops now believe me when I tell them they are being shot at from takeoff to landing."

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The men of the 51st FIW had yet to see the enemy in Vietnam, but they were indeed at war. If deterrence were to fail, they were ready to react otherwise.

FULL HOUSE AT NAHA. While many 51st FIW personnel were deployed to Southeast Asia, at least that many were deployed to Naha. With 12 of the 51st Wing's F-102s in Vietnam, six others were brought into Naha from Yokota AB, Japan, so that the air defense of the Ryukyu Islands would not suffer. To Naha from the 441st Combat Support Group at Yokota came 9 officers and 39 airmen. Late in August, F-102s and personnel from Misawa AB, Japan, relieved the Yokota crews here.

The entire 773rd Troop Carrier Squadron (TAC), flying C-130B aircraft, was also deployed to Naha from Langley AFB, Va., to supplement the airlift capabilities of Det. 1, 315th Air Div. here. The 773rd brought 69 officers and 225 airmen, and while 23 of those personnel were scheduled to return to Langley early in September without replacement, hardly a spare bed was available on the base. Hundreds of other personnel in many aircraft passed through Naha in August en route to TDY posts.

Not in many months had Naha bustled with so much activity. Wing personnel at all levels felt the effect of increased workloads as they worked feverishly to meet the commitments. Exactly when things would taper off was anybody's guess because the byword was "indefinite."

Left very much in doubt was the "Project Clearwater" action which was to have permanently returned the 16th FIS and its F-102 aircraft

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to the United States in December in favor of a rotational F-4C squadron.

The expected ORI was postponed, but personnel of the 51st Fighter Interceptor Wing were nevertheless getting a readiness inspection. They were passing it and would continue to do so -- "indefinitely."

WHAT THE SQUADRONS DID. All squadrons in the 51st FIW had some share in the Southeast Asia deployment during August 1964. Following are reports showing reaction by the various units to the deployment:

16th FIGHTER INTERCEPTOR SQUADRON

Twelve of the squadron's F-102s were in Southeast Asia along with a relative number of pilots. Meanwhile, the 16th at Naha was still responsible for its primary mission: Defense of the Ryukyu Islands against air attack. Left with only eight assigned aircraft, the squadron's resources were bolstered early in August by the arrival of six pilots, six F-102s and 49 support personnel from Yokota AB, Japan, under Lt. Col. Ruhlman. Aircraft and crews from Misawa AB, Japan, began arriving on 24 August to relieve some of the Yokota crews.

The 16th stabilized into a three-point operation with commitments at Tan Son Nhut, Clark (these later at Da Nang) and at Naha. At Naha, the increased alert posture and limited number of aircrews held time-off to a minimum. The 16th here changed from the normal

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4-flight schedule (four on alert) to a much tighter 3-flight (six on alert) schedule. The increased alert, increased workload and fewer personnel meant one thing: More hours of work.

Much of the introduction to Naha procedures for the incoming Yokota pilots was accomplished while on alert, and all the newcomers were smoothly integrated into the 16th operations. The same was true when the Misawa aircrews arrived. At this time, Maj. Donald A. Dickman was in command of the 16th at Naha.

623rd AC&W SQUADRON

On 5 August, the chief controller in the ADCC increased the alert status of 623rd AC&W Sq. standby crews from a 30-minute to a 15-minute recall.

At the Miyako and Kume radarsites, commanders restricted all personnel for the duration of the increased readiness period. Operations Sections at both sites continued normal manning with an augmented flight follow section, and the two sites assisted outgoing deployed aircraft from Naha by radar in-flight following. Manning was increased in the Radar Maintenance Sections at both sites, and the intervals for periodic radar inspections were doubled at Kume.

At Yoza Dake, the commander implemented a discreet recall and achieved maximum manning during the deployment of aircraft from Naha. An additional weapons controller was on duty for the duration of the increased readiness period and enough personnel were on 5-minute standby to immediately put the Operations Section into maximum manning.

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At Okino, all personnel were restricted, the Operations Section continued normal manning, and the Radar Maintenance Section increased manning and accelerated periodic equipment inspections.

51st A&E MAINTENANCE SQUADRON

When the recall was sounded on 5 August, the 51st A&E Sq. mobilized in support of aircraft defending the Free World's perimeters. Immediately, test equipment, tools, technical orders and numerous other items were packed for shipment, with the destination unknown. The A&E unit deployed 54 personnel to Southeast Asia, including Maj. John H. Baker Jr. and Maj. Billy F. Williams. With the number of personnel available at Naha so reduced, most branches assumed 12-hour shifts to maintain required coverage.

In Vietnam, A&E personnel established new shops -- complete with test equipment, an MG-10 radar mock-up and rocket loading tools -- "in an outstanding manner," according to Maj. Baker. "The motivation of our personnel here was nothing short of fantastic and everyone contributed even beyond the best of their ability. They were responsible for many standardization firsts at Tan Son Nhut." For example, with limited equipment available, SSgt. James R. Hiller "was able to effect system's repairs just by sheer knowledge of minute components and their actions."

Com/Nav personnel at Tan Son Nhut established communications networks and munitions men, working under a 4-man crew concept, fulfilled their duties. At Naha, A&E sections received some relief

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when personnel first from Yokota and then from Misawa arrived to supplement the work force.

Said Lt. Col. Douglas A. Heimstead, A&E commander: "Everyone did an outstanding job, thereby enabling accomplishment of mission oriented tasks with no interruption in continuity. Work loads were not unduly increased and the troops' morale is as high as ever."

51st FIELD MAINTENANCE SQUADRON

The 51st FMS deployed 36 men and necessary equipment on 6 August to support 12 F-102 aircraft. When DEFCON 3 was declared at 0900 hours on 6 August, FMS went on two 12-hours shifts to support increasingly demanding mission requirements. Also on 6 August, FMS deployed an additional six airmen and equipment to Clark AB in support of C-130 aircraft.

On 9 August, FMS sent six more airmen and equipment to Clark in support of the C-130 fleet there, and more support equipment followed on 12 August. FMS continued to meet the mission requirements by continuing two 12-hour work shifts.

Okinawa went into Typhoon Condition One on 16 August and FMS typhoonized in minimum time despite its understrength. As a result of the typhoon, six more airmen were deployed to Korea to support C-130 aircraft, and one other man was lost in support of OPS Plan 32-64. This left FMS with 444 officers and airmen available for duty at Naha.

Despite the shortage of personnel and equipment, FMS maintained

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a high quality and quantity of maintenance necessary to carry out an increasing mission. Morale remained high and became particularly evident when the FMS softball team won the base intramural championship and FMS led the base in contributions to the Air Force Aid Society.

51st ORGANIZATIONAL MAINTENANCE SQUADRON

The 51st OMS Fighter Section launched 12 F-102 aircrafts on 5 August and sent 32 personnel to support them at Tan Son Nhut and Clark. This left 51 section personnel at Naha to maintain the defense commitment. On 31 August, 21 more Fighter Branch personnel were deployed, leaving 32 personnel to maintain 17 aircraft around the clock.

While only 11 of those aircraft belonged to the 51st FIW, 6 came in on 5 August from Yokota. They, in turn, were replaced on 24 August by fighters which arrived from Misawa. The fact that 11 OMS men came in from Misawa relieved the workload somewhat.

On 20 August, two F-102s were sent as replacements to Tan Son Nhut and the two replaced aircraft arrived here. On 30 August, the procedure was repeated for Da Nang.

August called for a flying schedule of 650 hours and 627.25 were flown despite the fact that the Fighter Section was operating at three bases and was grounded for three days due to Typhoon Kathy.

All personnel worked many hours of overtime both on normal duty days and weekends, but the end seems to have justified the means.

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An in-commission rate of almost 90% was maintained during this period.

In the OMS Cargo Section, personnel were recovering from a typhoon evacuation on 1 August when a Maintenance Control Center support team was ordered deployed to Clark on 5 August. The MCC team was in A/W Tab 29, Col C, 315AD Manual 400-1 and was designed to support 12 aircraft on through flights. Upon arrival at Clark, however, the maintenance team was confronted with 24 C-130A aircraft pulling turn-around missions. Additional personnel were requested from Naha and the MCC team was expanded to 40 maintenance personnel, including 15 from OMS and 25 from FMS, A&E and Supply.

In addition to the MCC team, each C-130A departing Naha -- including 815th TCS aircraft -- was furnished a crew chief as ACM. Several crew chiefs flew more than 75 hours in August.

With a joint Army-Air Force exercise conducted 26-27 August 1964, the Cargo Section supported 3,420 flying hours in August or an overfly of 1,260 hours. All on-base aircraft were evacuated 16-21 August due to Typhoon Kathy.

51st SERVICES SQUADRON

In accordance with the 51st FIW contingency plan for receipt, processing and interim care of dislocated non-combatants, plans were made for emergency housing and messing here. Procedures whereby the base exchange would be open during non-duty hours were coordinated.

The Commissary Branch issued 150 cases of combat rations to BEMO as preparations to deploy personnel commenced. The commissary also surrendered one airman (70250) for deployment.

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Base Operations underwent a gigantic workload increase. For example, from 1-15 August, 493 outbound clearances were processed as compared to only 541 during all of July. One operations dispatcher was deployed. Upon initiation of DEFCON 3, base operations was manned with two aircraft dispatchers 24 hours a day for the purpose of clearing aircraft.

The Food Service Branch deployed one food service supervisor (62270) and one senior cook (62250). Both dining halls began immediate alert operations. Between 0400 and 0600 on the morning of 5 August, the in-flight kitchen prepared 200 in-flight lunches. Since then, the normal number of 50-70 lunches a day has increased to 111-276 a day. Coffee and doughnut runs were made to flight and maintenance crews three times a day.

Housing Services, already feeling the strain of crowded conditions, had to billet 125 officers and 282 airmen arriving at Naha on TDY. Complicating the problem was the annual arrival of 66 school teachers at the same time, but all were quartered.

51st TRANSPORTATION SQUADRON

The transportation squadron deployed one staff car and one pickup truck to Southeast Asia, and sent one driver (60350A). It also provided around-the-clock service in packing and crating and shipping for freight movements.

Based on a daily average, the squadron made 400 shipments or a total of 1,500 pieces. They weighed 60,000 pounds with a total cubic footage of 14,000.

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51st AIR POLICE SQUADRON

By 5 August, the 51st AFron had already assigned four air policemen equipped with full field gear to the 33rd Air Base Squadron in Vietnam for 120 days. It also issued 40 AR-15 type rifles to the 33rd ARS on a load⁷ basis in support of that unit's operations in Southeast Asia. Cleaning rods and manuals accompanied each weapon. All the weapons were new and had not been fired.

On 8 August, 13 Air policemen from Langley AFB, Va., were integrated into the Base Security Force, and all were issued carbines and ammunition. Weapons brought to Naha by that unit are being stored and maintained in the unit arms room.

On 9 August, four more air policemen from the squadron were deployed to Vietnam, bringing the total of APs from the 51st FIW in Southeast Asia to eight. On 26 August, 20 more air policemen were deployed and Maj. Frank Rahmer, 51st AFron commander, accompanied them to Vietnam to determine if the security needs of 51st FIW units there were being fulfilled. On 31 August, the squadron's first sergeant was deployed for TDY in Vietnam.

Thirteen APs from Langley have been moved into the Air Police barracks, and the move was made possible only by shuffling room assignments of personnel living in the barracks. A total of 356 rotational-type restricted area badges have been issued to personnel from the 773rd TCS.

On 27 August, a "beefed-up" unit training program began,

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including field problems, riot control formations, use of hand grenades, familiarization with the new AR-15 rifle and physical conditioning.

On 29 August, 60 AR-15 rifles were turned back to BEMO for use in Southeast Asia. Four large portable radios were also turned in for the same purpose.

The unit remained prepared to continue support operations in Southeast Asia indefinitely. Morale seems quite high. With a total of 5 NCOs and 23 airmen on TDY, the unit is faced with a shortage of NCOs on two of its security flights and all flights are operating at minimum requirements.

51st SUPPLY SQUADRON

The establishment of a Materiel Duty Officer in the Wing Command Center definitely was a prime factor for the excellent response shown by supply units during the Southeast Asia crisis. The single point of materiel control and direction -- manned by supply personnel 24 hours a day 7 days a week -- is a "must" for future operations of this type.

The 51st Supply Squadron properly deployed a master sergeant from the orderly room to Tan Son Nhut to help control the flow of supply items in Vietnam. In the squadron at Naha, 12- to 18-hour workdays were the rule.

The Base Equipment Management Office (BEMO) deployed one officer, three NCOs and five airmen to Tan Son Nhut and Da Nang. It also sent out 282 sets of field gear plus such supplies as tents, ponchos,

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flashlights and sun glasses. Further, a BEMO custodian account was established to control assets issued to the 773rd TCS deployed to Naha, and 43 items were issued to that unit.

While the POL officer and six airmen from POL was deployed to Vietnam, the refueling workload here doubled. From 5-25 August, a total of 565 C-130 aircraft were serviced, using 1,140,686 gallons of JP-4. Refueling F-102s and transient aircraft required another 656,995 gallons of JP-4. Another 177,446 gallons of 115/145 were poured into the tanks of transient aircraft. POL personnel went on 12-hour workdays seven days a week to meet mission requirements. Since 27 August, they have reverted to eight-hour, fix-day shifts with all remaining personnel on a stand-by status.

The Base Engine Manager shipped 3 J-57 (F-102) and 15 T-56 (C-130) engines to Southeast Asia.

During the crisis, Base Supply not only sent hundreds of tons of equipment to Vietnam, but also to Clark, Korea and Thailand. In addition, 17 personnel from Base Supply were deployed. Two F-102 kits and three C-130 kits which were sent weighed 52,050 pounds alone.

Support offered by Base Supply to the deployed units was in addition to increased requirements from base organizations, including the 773rd TCS which was deployed here. Nevertheless, the Aircraft OR rate has remained exceedingly high. Base Supply has been and will continue to be the prime source of supply for F-102 aircraft of the 51st FIW, as well as any C-130 aircraft in Southeast Asia. Supply personnel adapted quickly and efficiently to policy changes and

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procedures in providing all-out support to the deployments.

51st CIVIL ENGINEERING SQUADRON

One firetruck and four firemen (airmen) were deployed to Southeast Asia on 5 August in support of combat aircraft deployed. Eight other personnel from the squadron, including one NCO, were deployed later for an expected 120 days TDY each.

On 9 August, at the direction of PACAF, one civilian technical representative hired by the Philco Corporation and assigned to the 51st Civil Engineering Sq. was deployed to Vietnam. He is skilled in the power production (generator) area and was sent in support of the overall operation.

51st USAF DISPENSARY

Totally, the 51st USAF Dispensary deployed four flight surgeons and three enlisted men to Vietnam, but one of the flight surgeons has returned to Naha. Captain Muench departed on 5 August, and a message received 6 August alerted Naha's Det. 5, 1st Medical Services Wing, for further deployment. All personnel were notified and all equipment was checked.

The three enlisted men and one additional flight surgeon, Captain Ranheim, departed Naha on 7 August for Tan Son Nhut. Captain Elliott departed Naha on 24 August and Captain Muench returned to Naha on 26 August. On 28 August, Captain Hertzler departed Naha to replace Captain Muench.

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